



U.S. Customs and Border Protection
Border Wall Status
May 23, 2019

Overview - \$6.1 billion (approximately 336 total miles)

- Since January 2017, approximately 205 miles of new and replacement border barriers have been funded through the traditional appropriations process and via Treasury Forfeiture Funding, of which approximately 42 miles have been completed to date.
 - Fiscal Years (FY) 2017, 2018 and 2019 enacted budgets include approximately \$3.1 billion. In addition, \$601M in Treasury Forfeiture Funds have also been identified to support border barrier construction, bringing CBP's total funding to approximately \$3.7B of which \$3.3 billion has been received. Of this funding, more than \$2.7 billion has been obligated, predominately to the U.S. Army Corps of Engineers (USACE) on multiple Interagency Agreements (IAAs).
 - USACE in turn has placed more than \$1 billion on contract – nearly \$300 million in FY 2017 funds and more than \$800 million in FY18 funds – as of May 1, 2019.
 - CBP has obligated more than 90% of the funds provided in FY 2017-2018 for border wall and nearly 74% of those funds have been awarded and are obligated onto a contract by the USACE to date. Contract award obligates the funds and scope of work to a particular contractor, followed by the notice to proceed which begins the start of design followed by construction.
 - USACE is awarding the first two contracts for FY19 projects in May and June, respectively.
- In FY 2019, the Department of Defense (DoD) is funding \$2.5 billion in border barrier requirements to block drug smuggling corridors, by constructing up to approximately 131 miles of new border barriers in place of dilapidated or outdated designs, in addition to road construction and lighting installation.

New Primary Wall	New Levee Wall	Replacement Primary Wall	Replacement Vehicle Wall	Replacement Secondary Wall	Total
~86 miles	~24 miles	~68 miles	~144 miles	~14 miles	~336 miles

FY 2017 - \$292 million (~40 miles)

- CBP has completed approximately 39.5, or about 99%, of the 40 miles of new border wall in place of pedestrian fence and vehicle barrier funded by the FY 2017 enacted budget with the remaining approximately half mile on track to be completed by June 2019. The \$292 million funded replacement border wall in its highest priority locations for replacement, which included San Diego, El Centro, and El Paso Sectors. CBP also received \$49 million for construction of 35 border wall gates, which are currently under construction.

- CBP received its FY 2017 funding for border wall construction in May 2017. CBP awarded the first contract against that funding in November 2017 and began construction three months later in February 2018.

FY 2018 - \$1.375 billion (~80 miles)

- CBP is currently executing its FY 2018 funding for approximately 80 miles of replacement and new border wall as of May 1, 2019:
 - Construction started in February 2019 for approximately 14 miles of San Diego Secondary new and replacement wall panel installation has commenced, less than one year from receipt of funding. Construction is anticipated for completion in early 2020.
 - Construction activities have started for approximately 13 miles of new border wall system and levee wall system in the Rio Grande Valley (RGV). Due to the FY19 appropriation restrictions, this project will not include the National Butterfly Center, Bentsen State Park, and the Santa Ana National Wildlife Refuge. Estimated completion will depend on availability of real estate. CBP, along with USACE and DOJ, are currently working on acquisition of real estate.
 - Contracts awarded for approximately 41 miles of new border wall in place of pedestrian fencing in San Diego and Calexico, California, and Yuma, Arizona. Construction started in April 2019 and is anticipated for completion in late 2020.
 - An additional 12 miles of new border wall system in the RGV Sector is set for award by December 31, 2019. Due to language included in the FY 2019 appropriation, CBP needs to conduct additional consultation with elected officials in Starr County. CBP is currently awaiting the proposed alignment from Starr County.

FY 2019 - ~\$2 billion (~85 miles)

- FY 2019 funding includes \$1.976B for approximately 85 miles (\$1.375B DHS and \$601M Treasury Forfeiture Funds) for approximately 11 miles of new primary levee wall system and 74 miles of new border wall system in the Rio Grande Valley Sector. Border wall construction will not occur in the locations restricted in the FY 2019 appropriation which includes La Lomita Historical Park, Santa Ana Wildlife Refuge, and the Vista del Mar Ranch tract of the Lower Rio Grande Valley National Wildlife Refuge.

U.S. Department of Defense (DoD) 10 U.S.C. § 284 Counter-Narcotics Funding - \$2.5 billion (up to ~131 miles)

- In FY 2019, the DoD is funding up to \$2.5 billion in requirements, in support of CBP requirements, by constructing up to approximately 131 miles of new border barriers in place of dilapidated or outdated designs in addition to road construction and lighting installation within the Yuma, El Paso, El Centro and Tucson Sectors.
 - The project areas for these projects are areas of high illegal entry where DHS must use its authority under Section 102 of the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA) to install additional physical barriers and roads to deter and prevent illegal crossings. To support DHS/CBP's actions under Section 102 of IIRIRA, DHS requested that DoD use its authority under 10 U.S.C. § 284 to assist with construction of roads, fences, and lighting in the project areas. DoD accepted

- DHS's request and will be responsible for the funding, planning and execution of these projects. Because DoD is undertaking such construction in support of DHS/CBP, CBP will closely coordinate with DoD throughout project planning and execution.
- CBP maintains the U.S. Border Patrol's (USBP) operational requirements, is the lead agency for environmental compliance and will be responsible for providing all necessary access to land.

Background

- The use of border barriers (fencing, wall, and related infrastructure) within CBP's border security strategy has been tried, tested and developed over nearly 30 years. Since the first barriers were constructed in San Diego Sector in 1991, USBP field commanders have continued to advocate for border wall and the enduring capability it creates to impede and/or deny attempted illegal entries while creating additional time to carry out successful law enforcement resolutions.
- CBP and its predecessor agencies have invested in border barriers throughout the last three decades. These historic investments have received broad support.
- As of January 2017, CBP had 654 miles of barriers on the southwest border. This total includes 354 miles of pedestrian fencing, designed to inhibit a person on foot from crossing, and 300 miles of vehicle barrier, which prevents vehicle drive-throughs, which was the requirement when constructed, but can be scaled by a person on foot.
- However, since 2008 CBP has received little funding to replace border barriers and no funding to expand the border wall's footprint into operationally necessary locations. Many older segments are dilapidated, having been built with scrap metal from leftover Vietnam-era landing mat and, in some cases, welded by Border Patrol Agents, in the 1990s.
- Since 2014, USBP has regularly engaged its field commanders in a rigorous, repeatable analysis to identify capability gaps that must be addressed in order to fulfill its critical homeland security mission. Field commanders consistently identify four core capability gaps – (1) impedance and denial, (2) domain awareness, (3) access and mobility, and (4) mission readiness – as their highest priorities for future investment.
- In 2017, USBP developed a complementary decision support tool to prioritize investments in impedance and denial capability across the Southwest border. Through this process, USBP identified 17 high priority locations for investment in border wall system that were provided to Congressional Appropriations Committees in DHS's Border Security Improvement Plan.
- Today, CBP is constructing a border wall system which includes a combination of various types of infrastructure such as an internally hardened steel-bollard barrier, all-weather roads, lighting, enforcement cameras and other related technology. While anchored by the border wall and the impedance and denial capability it brings, the wall system's complementary investments in roads, lighting and technology address domain awareness and access and mobility needs as well.
- Deploying barrier system in high priority areas—particularly urban areas where illegal border crossers can quickly vanish into the surrounding community—allows Border Patrol to

decide where border crossings take place, not smugglers, and we can place our personnel and technology in complement to wall locations.

- As barriers have been constructed and areas of the border have been secured, the threat has shifted, particularly to the Rio Grande Valley (RGV) Sector in South Texas. CBP has increased agents, technology, air support, but still the RGV Sector remains the highest trafficked corridor for migrants and second highest for narcotics, making RGV Sector the highest priority for investment in border wall system.

For media inquiries, please contact CBP Media Relations at cbpmediarelations@cbp.dhs.gov.

U.S. Customs and Border Protection is the unified border agency within the Department of Homeland Security charged with the management, control and protection of our nation's borders at and between the official ports of entry. CBP is charged with keeping terrorists and terrorist weapons out of the country while enforcing hundreds of U.S. laws.